

And yet we imagine that the institution of marriage is to the full as much respected and observed here as it is there.

The words "Women's Rights" cannot be uttered without conjuring up to most minds a President with a baby in her arms, a Congress with cradles furnished at discretion, like stationery and pen-knives, and major-generals fit to command infantry only. We will not stop to inquire into the logical connection between "Women's Rights" in their widest sense and these incidentals, nor yet whether such impediments would stand much more in the way of good legislation than many which trip up its heels now. Be the political rights of women what they may, we hope that no just and honorable mind will deny that they are entitled to be secure in their persons, in the custody of their infant children, in the expenditure of the wages they earn, and in the control of the property they have acquired by industry or by gift. These ideas are beginning to be received by the general mind now, and yet a few years ago they seemed as strange to most men as the proposition to give a slave the care of himself does still to Dr. Adams and Dr. Lord. They have already entered into legislation, and have begun to give it a better complexion than it used to wear. There is much remains to be done in this direction, loudly demanded by justice and by virtue. The example of England may help to open the eyes of some purblind fogies to evils which they were held from beholding at their own elbow. We hope it may be good enough to be instructive and encouraging to those feeling after better things on this side the water.

## FROM WASHINGTON.

## THE KANSAS REBELLION.

Editorial Correspondence of The N. Y. Tribune.

WASHINGTON, Saturday, April 12, 1856.

Whoever has watched with anxious interest the progress of the struggle of Freedom and Slavery in Congress for the possession of Kansas, must have observed that the great reliance of the Douglasites is on the *legality* of their position, as contrasted with the revolutionary, rebellious, treasonable, &c., attitude of the Free-State men. No one could well imagine that the backers of the Border Ruffians are the same men who, fourteen years ago, stood up with Dorr for the inalienable right of the majority of the white male adults in any community to change its government at any time, in any way, not only without law but against law. These gentlemen are now "conservatives," "law and order men," and utterly scout the idea of a majority having any rights but such as are conferred on or secured to them by the existing political organization.

Now if Kansas were a mature and perfect, not an incipient and provisional commonwealth, I should freely admit, as I did in the case of Rhode Island, the force of this presentment. I never did and I never will agree that a mass meeting anonymously or unofficially called can assemble in the Park and upset the charter of the City of New-York, no matter how many may see fit to attend and participate. I hold that a Constitution is something more than the changeable breath of the multitude, and that it can only be modified or transformed in a legally indicated manner. Prove that the Border Ruffian assemblage at Shawnee Mission was a fairly constituted Territorial Legislature of Kansas, and I will agree that it may have passed many absurd, tyrannical, oppressive acts without invalidating its authority.

But if Kansas *never* was a duly organized and vitalized political entity—if the pretended Legislature at Shawnee Mission was conceived in villainy and constituted by fraud and violence—then the reasoning as to former cases of clashing of authorities does not apply to this. The Rhode Island charter was a defective and antiquated frame of government, but there was no doubt of its having been fairly adopted and ratified. It was never fairly imposed—it had simply been outgrown. A Revolution might overthrow it; a mass meeting or clamor could not.

Now prove that Kansas has once had legally constituted and heartily accepted authorities and institutions of her own, and that the Shawnee Mission Legislature is fairly descended or deducible from these, and I will hold it not lightly to be set aside. But if its despotism had no such sanctions—none but what were given it by the Missouri invasion, and swamping of the ballot-boxes on the 30th of March, '55—then it is absurd to talk of resistance to its mandates as revolutionary or treasonable. The Free-State men of Kansas have simply appealed from Herod to Caesar—from (at best) a municipal corporation created by Congress to Congress itself. Why should not this appeal be heard? Why should it be met in Congress itself by denunciation, by cavi, by pleas of estoppel, and by accusations of treason? Is it not obviously true, as Judge COLLAMER so forcibly urged, that the more complete the demonstration that there is no redress elsewhere for the wrongs of Kansas, the more imperative is the necessity that Congress should thoroughly investigate and fully right them?

I hold this proposition to be incontestable: *Wrong cannot legally destroy rights.* They may temporarily defeat or subvert them, but there are none the less existing—none the less rights. And if they be still rights, the National Sovereignty must be able and should be willing to reestablish them.

How is it, then, that some who profess to desire that Kansas shall be free, should countenance the cavils of our adversaries as to the Free-State organization and its measures? To me, these seem to be not only impregnable just but unavoidable. Not to have organized a State Government would have been to succumb disgracefully, helplessly, pitifully, to the Slave Power and the Border Ruffians. Call the Free-State organization a mere protest, "moot court," or whatever you please—say it has no law-making validity, no power to bind and loose, until Congress recognizes and sanctions it, then I say, the more reason, the greater urgency, that Congress should sanction it forthwith. If it be in any sense irregular, the fault is with the Border Ruffians, who by violence and fraud deprived our people of all the other side now has—the semblance of legality and the possession of power. Give us back our own!

The only important question rightly in issue is one of fact. If the Free State men are, and for more than a year have been, a majority of the People of Kansas, and the Shawnee Mission Legislature was constituted by fraud, then those Free State men are the rightful rulers of Kansas, and there is nothing between them and the recognition of their rights but an impudent, atrocious fraud, which it is the right and the duty of Congress to subvert and punish. In this case, our men are not rebels nor pretenders, but their adversaries are. Then we are no more in a state of revolution or rebellion than the People of Wisconsin were while the usurper Barstow recently pretended to be Governor on the strength of a thousand fabricated

votes. We restate case wholly on the facts. We dare our adversaries to unite with us in a thorough scrutiny and evolution of those facts. Why do they shrink, and twist, and dodge, and cavil, and plead to the jurisdiction, and seek to have the decision turn on anything else rather than the essential facts? "To the law and to the testimony!"

## PRIVATE BILL DAY—FILLIBUSTER EMIGRATION.

From Our Own Correspondent.

WASHINGTON, Saturday, April 12, 1856.

This is a no-day in Congress. Both the legislative shops are shut up, and the "honorable gentlemen" behind the counters are taking their ease in their inns, as the gentlemen with capon-lined panaches used to do in the good old times. The work of the present week has been pretty hard, but it mainly consisted in an endeavor to keep a quorum in either wing of the Capitol. The account of empty benches has been more than beggarly; and yesterday the Sergeant-at-Arms of the House was directed to call the roll among delinquent members who were discussing politics and toddlers in the neighboring restaurants. As this functionary profits to the tune of a considerable fee upon every recreant, and therefore keeps a sharp eye upon the haunts of bibulous legislators, it is not at all surprising with what facility the seats can be filled after such an order has been issued. They collected as fast as hungry patriots do at the Astor House upon sounding the dinner-gong, and they are not slow. The habit of excusing absentees is simply reducing the whole proceeding to a bald farce. Members should either be required to earn their *per diem* by at least being present during the so-called deliberations, or they should be punished when detected in palpable neglect of every real and pretended duty. There is but one practical and efficient remedy for this growing evil, and that is to call the roll at the hour of meeting daily, and to publish the name of every absentee. Congress is now in the fifth month of the session, and no public business of any consequence has yet been accomplished.

Nor is there a prospect that it will adjourn before September, unless the threatened pestilence should appear, and bring members to an appreciation of their neglected trusts. This flagrant disregard of duty has become not only notorious, but positively damaging. It costs the country millions every year, in the shape of improper appropriations hurried through during the closing hours of a session, besides the money squandered in time and deliberately frittered away. It may serve a good purpose to give some of these idlers and loungers the consequence of publicity. They should see themselves, as others see them, through such a looking-glass as THE TRIBUNE.

The temptation of the war against Costa Rica has already been made manifest by the large and sudden migration toward Nicaragua as ostensible adventurers, but really to join the standard of Walker. While he confined his operations to the impoverished State of Nicaragua there was no haste to enlist. The needy rifflers assembled slowly, and were only driven to that resort by the most desperate extremity. Now, however, that the reputed riches of Costa Rica offer a prize as an inducement, they go out by battalions, and will continue to gather strength as they go.

As every citizen enjoys the right of self-expression. So long as these emigrants go without violating our laws of neutrality, the Government has no power to interfere or to prevent their departure. The intention to compromise the good faith of the Government must be known before its authority can be asserted in restraining any such enterprise. It is easy to foresee, whatever may be the fate of Walker, a present movement, that the nucleus of a regenerating influence will be planted in Central America which no ordinary agency can dispossess. This is the first signal for the political redemption of that country, and the basis of that infusion of new blood, without which the redemption is wholly impracticable. Wherever the Anglo-Saxon race fixes its stakes there it is apt to keep them fixed until it becomes necessary to move on further and to make Terminus a peripatetic divinity. We may lament the instrumentalities by which Destiny will be precipitated in the present instance, but Fate has her mysteries, and it is no part of human province to solve them. When the Red Man was driven from his coviled fires and his hunting-grounds by the sons of the Pilgrims and Puritans, humanity shuddered. But to-day Christianity rejoices as the descendants of both smoke the calumet of peace and worship one God.

There is no reason to suppose, that the overtures made by Walker to England, for an alliance, will be treated with any particular deference. England desires, of course, to possess the Isthmus passes, but not at the hazard of a contest with the United States. She knows that under no condition of things, can we permit those countries to pass into the hands of a foreign power, and she is not ignorant that the attempt would be followed by immediate and serious consequences. England has her hands quite full enough with Central America already, and the peace in Europe will leave her in a position to seek relief from present difficulties, and to avoid all further or future complications. A great change has come over the spirit of her dream in the last six months, and every day's experience only more painfully demonstrates how the mighty have fallen. Her thoughts are turned on peace, and her voice no longer for war.

## BY TELEGRAPH TO THE NEW-YORK TRIBUNE.

## IMPORTS AT THE PORT OF BOSTON.

Boston, Saturday, April 12, 1856.

The imports of foreign goods at this port during the week ending April 11 are as follows:

Woolen Goods	\$3,200	Woolen Goods	\$7,300
Woolen Goods	4,800	Woolen Goods	27,300
Woolen Goods	2,100	Woolen Goods	13,300
Woolen Goods	2,100	Woolen Goods	2,700
Woolen Goods	2,100	Woolen Goods	2,700
Woolen Goods	2,100	Woolen Goods	2,700
Woolen Goods	2,100	Woolen Goods	2,700
Woolen Goods	2,100	Woolen Goods	2,700
Woolen Goods	2,100	Woolen Goods	2,700
Woolen Goods	2,100	Woolen Goods	2,700

## BARDSTOWN, KY., ON FIRE.

LOUISVILLE, Saturday, April 12, 1856—p. m.

The town of Bardstown is on fire. The Mayor of this city has been telegraphed to for aid.

## LOSS OF THE SCHOONER SAMUEL P. LOR.

LONG BEACH, Saturday, April 12, 1856.

The schooner Samuel P. Lor, ashore at Squam, went to pieces yesterday in attempting to haul her off. She is a total wreck.

## SHIPMENT OF FLOUR FROM ALBANY.

ALBANY, Saturday, April 12, 1856.

The steaming tugboat leaves this afternoon with 30 barges loaded with flour. The aggregate is between 25,000 and 30,000 barrels. (Covered is scarce here at 15 cents for medium and 16 cents for large.)

## CONNECTICUT—According to The Hartford Courant.

the complete vote of the State for Governor, (except Hartland, whose total vote is about 175), falls up as follows:

Centinel	Am.	Dem.	Rep.	Wigs.
Hartford	5,320	6,810	1,217	31
New-Haven	5,100	6,810	1,217	31
Fairfield	2,600	6,810	1,217	31
New London	3,610	3,712	602	35
Litchfield	2,002	2,027	267	35
Windham	1,778	2,310	1,122	36
Middlesex	2,107	2,743	129	34
Tolland	1,311	1,263	270	31
Total	25,351	32,619	6,792	1,342

Ingham over Minor, 6,688; all others over Ingham, 1,336.

The Senate stands 13 Republicans and Americans to 8 Administration. The House contains 129 Americans and Republicans to 103 Administration.

## A SLAVE TRADER PARDONED—President Pierce

has pardoned Charles Kerman, the captain of the slave ship *Albatross*, captured on the Coast of Africa in 1854, and brought to Boston. Capt. K. was fined \$1,000 and sent to prison for three years.

About noon to-day the first raft of the season floated down the Chenango River, on her way to Baltimore and a market. The river is entirely free of ice, and a good rating pitch. (Binghamton Rep., April 11.)

## THE LATEST NEWS.

RECEIVED BY

## MAGNETIC TELEGRAPH.

FROM WASHINGTON.

Editorial Correspondence of The N. Y. Tribune.

WASHINGTON, April 12, 1856.

The House Post-Office Committee will report a bill to punish the suppression or withholding of documents by Postmasters. This abuse has become flagrant, and cries aloud for correction. I think this Committee incline also to recommend the abolition of the franking privilege, though the subject has not yet been formally acted on.

The Committee on Commerce will report and press a bill requiring of ferry-boats all the precautions against fire or wreck now exacted of other passenger steamboats.

Night before last there was a large and spirited meeting at Wilmington to inaugurate the Republican movement in Delaware. The Chairman was an ex-Speaker of the House, and most of the leading Whigs of other States participated. Senator Wilson was among the Speakers, and was received with enthusiasm. H. G.

FROM WASHINGTON.

WASHINGTON, Saturday, April 12, 1856.

A large delegation of Congressmen, together with a number of Government functionaries, visited the Academy to-day, and returned this evening. They expressed themselves highly pleased with the progress of the work.

The Senate Committee on Post-Offices have before them a proposition the object of which is to adopt a plan to prevent the usual large exportation by mail of documents to California.

From a recent communication from the Secretary of State to the House of Representatives, we learn that the total number of passengers arrived in the United States for the year 1855 was upward of 520,000. Over 100,000 of these arrived in New-York. Germany furnished 66,000, Ireland 40,000 and England 39,000, in 1855. The total number of passengers arrived in this country since the 30th of April, 1854, is 2,400,000.

## NON-ARRIVAL OF THE CAMBRIA.

HALIFAX, April 12—midnight.

The steamship *Cambría* has not been heard of up to the present moment. The weather is clear and cold. Wind light from the west.

## TORNADO AT PHILADELPHIA.

PHILADELPHIA, April 12, 1856.

About 10 o'clock last evening our city was visited by a most violent gale of wind, unroofing an immense number of buildings, demolishing fences, &c. In the north-east section of the city, comprising the former District of Kensington, the damage was most serious.

The large Presbyterian church on Frankford road, above Franklin street, has been partially destroyed. The entire roof was stripped off and carried to a great distance. The main damage to the interior was, however, caused by the falling of the gable wall, the bricks from which falling inside crushed the pulpit and the floor of the audience room down into the session room occupying the basement. The damage to the building cannot be less than \$4,000.

The congregation held religious services yesterday in the Kensington Hall. The principal portion of the roof and rafters fell into the yard on the south side. One large piece of roof struck the roof and front of an old brick house on the opposite side of the street, cutting a narrow gash, caused by striking it edge-wise. The brick wall between two of the windows was demolished. Another large fragment of the roof was carried about a hundred feet from the church, and completely demolished a frame building, two stories high, attached to the dwelling of James May, and fronting on Shackamaxon street. In the lower story there were three grown persons and six children, all of whom escaped without serious damage, though the lives of three of the children were saved by the ceiling resting upon a table and some chairs. The children were afterward taken out from beneath them.

The brick church at Queen and Marlborough streets had its roof torn off. Damage about \$4,000.

The Webster Public-School-House was also unroofed. Damage \$2,000.

The Kensington depot of the Trenton Railroad had about one-fourth of the roof torn off.

The most complete scene of destruction is that presented at the Franklin Iron Works, of Messrs. Sutton & Co., on the Franklin. The boiler shop, a frame structure 150 feet long by 50 feet wide, has been leveled to the ground. During Saturday not less than 100 men were employed beneath it. The building cost about \$5,000, exclusive of the machinery, which is supposed to be not much damaged.

Not less than 50 dwellings in this section were unroofed; but throughout the disaster, wide-spread as it has been, the cases of personal injury inflicted have been very few indeed.

## SECOND DISPATCH.

PHILADELPHIA, April 12, 1856, P. M.

The tornado last night unroofed 150 houses in different sections of the city, but there was no loss of life so far as heard from. Two large brick churches and three factories in Kensington were unroofed. The large boiler house of the Franklin Iron Works, 160 feet long, was totally demolished. The Trenton Railroad depot at Kensington was partially unroofed.

The Western telegraph lines are all down, and it will require two or three days to get them again in working order.

## RHODE ISLAND GENERAL ASSEMBLY.

PROVIDENCE, April 12, 1856.

The election to fill ten vacancies in the General Assembly was held in this city on Saturday. The Fusion ticket was elected, seven of the ten chosen being Americans and three Republicans. The majorities range from 224 to 757.

## LARGE FIRE IN BOSTON.

Boston, Saturday, April 12, 1856.

The Garrish Market building, at the junction of Portland and Sudbury streets, was entirely destroyed by fire this afternoon. It was a large brick structure, six stories high, occupied on the lower floor as a domestic market, second only to Faneuil Hall Market in extent. The upper stories were occupied by Messrs. Sachse, Carter & Bazin, book publishers, who employed about sixty hands, and who have lost \$40,000 in stereotype plates, presses, papers, &c. Messrs. Barnard & Dillingham, furniture manufacturers; Messrs. A. & M. Lowe, piano-forte makers; A. H. Allen, cabinet furniture; Mrs. Bolles, sewing machines; Messrs. Boyce, Shore & Co., painters, and others.

George W. Garrison's loss, the principal owner of the building, is about \$150,000. Insurance one-half.

The falling of the walls crushed two adjoining wooden buildings.

The steam fire engine was brought out after the fire had made good headway, and proved to be very efficient.

## STORMY WEATHER AT THE EASTWARD.

Boston, Saturday, April 12—7 p. m.

A gale has been blowing here from the south-west all day. This evening it is raining.

BURLINGTON, Vt., Saturday, April 12—7 p. m.

It commenced raining here this forenoon. It is now snowing. The ice in Lake Champlain is now breaking up, and navigation will probably be resumed in ten days.

WHITE RIVER JUNCTION, Vt., April 12—7 p. m.

It is raining heavily here. It is the first time we have had rain in three months. Weather Springlike.

Boston, Saturday, April 12, 1856.

We had a heavy rain and severe gale last night. It is clear and calm to-day.

MONTEALE, Saturday, April 12, 1856.

It is raining hard here, and the river is rising. The ice has left Lake St. Peter, and will probably be completely broken up here in a day or two.

BERLINGTON, Saturday, April 12, 1856.

The ice in Lake Champlain is completely broken up, and is floating about in large pieces.

## STRIKE AMONG CANAL LABORERS.

TORONTO, Saturday, April 12, 1856.

There was a strike among the laborers on Chate Canal at Bytown on Thursday last. The contractors' barns were set fire to and one hundred tons of hay, two hundred bushels of oats and many valuable horses destroyed. Further destruction of property is anticipated.

## INTERESTING FROM THE AZORES.

SEVERITY OF THE LATE WINTER.

A SERIES OF TERRIFIC STORMS.

WRECKS AND MARITIME DISASTERS.

Loss of the Ravenswood and Saving of her Cargo.

Correspondence of The N. Y. Tribune.

HORTA, FAYAL, (Azores), Jan. 22, 1856.

Doubtless the columns of THE TRIBUNE have long since given ample information as to the maritime disasters of the last few weeks; but you may be glad of some special details of the mishaps which have transformed this little harbor into a hospital for disabled American vessels. Some of these disasters have also been marked by circumstances so extraordinary as to be worth attention.

The winter here has been unusually severe, though to us wandering Yankees it seems only like a cool summer. Snow has been seen, not merely on the high mountain Pico, opposite, but upon the central heights of this island and of St. George's; the thermometer has stood at 45° also; all these being almost unequalled indications of what is here called "muito frio"—exceedingly cold. In fact, I have entered cottages and found half a dozen children crouching in bed to escape the chilliness from which their white cotton garments are a small protection.

Since the middle of December there has been a series of violent westerly winds, with a minimum of sunshine. On the 8th and 9th the gale attained its height, the mercury in the barometer having previously sunk almost unprecedently low. The Harbor of Horta lies to the S. E. of the island, is protected by two high promontories N. and S., by the Island of Pico, five miles to the E., and by St. George's to the N. E., and is thus only exposed to the force of the ocean on the S. E. side. It was thus unimpaired by these western winds, and would not even experience a high swell at such time, but for the recoil of the waves from Pico. But this was ample enough to produce a surf over the black rocks and equally black beach before our hotel windows such as I have never seen equaled on our American coast, even during an equinoctial gale at the Isles of Shoals. The waves were at their height on Sunday, Jan. 6, and we watched them for many hours from an old fort which projects beyond the beach—its walls washed by the ocean. The great waves came rushing in, sometimes five deep, each with condensed rainbows in its bosom and Niagara of foam blowing back from its crest. Seen from the beach, they were a wall against the horizon, over which only the tops of the tossing vessels could sometimes be seen.

The scene around us was peculiarly wild, from the presence of some fifty men and women, who were anxiously searching in the sand after each receding wave for silver coins long since sunk in the wreck of a whaling ship near by, and still washed on shore in storms. Eighteen Spanish dollars were found that morning. In other places the surf plunged furiously against the sea-wall, which protects the town, rising sometimes a hundred feet in snowy foam, and deluging the fronts of the houses exposed to the sea. The wind blew violently; hailstones alternated with gleams of sunshine; and in the midst of the uproar a noontide salute (for it was a Saint's day) from the guns of another fort mingled their flash and smoke and boom with the glitter and spray and roar of the sea. All this on the lee of the island! While on the western side, as we heard afterward, the spray wet the top of Castello Branco, a promontory eight hundred feet high!

Of course, after this, we expected to hear of casualties. No injury had been done during the gale, except that one Portuguese brig, from Matilla, for England, which had put in here for provisions, was driven out to sea, before she had anchored, carrying with her no fresh provisions, but eight additional mouths, in the persons of two captains of vessels in port, who, with six sailors, had gone on board for a visit. Another Portuguese schooner was wrecked on St. George's, and all hands lost.

On Friday, Jan. 11, the victims began to appear. A messenger came from the north side of the island to inform Mr. Dolney, the well known American Consul, at this port, that two distressed vessels were in sight, one of them being dangerously near shore. He at once ordered out the "Hortense," a schooner of his, which was in port; but while they were fitting her out with provisions, spare sails, &c., the two vessels were sighted, and came slowly in by the north passage—a brig and a bark, the latter having been announced as a schooner at first, from the loss of foremast and bowsprit. Both were American, and as the great unwieldy brig swung round at her anchor, I read on her stern the familiar name of "Keying, Newburyport." And when Capt. Cook, her master, came on shore, I could recognize an old acquaintance. I congratulate him on his success in escaping with only the loss of a bowsprit and foremast, and some damage to the rudder. He was also more fortunate than his successors, in being at once admitted to Quarantine. The brig was 25 days from Charleston, for Havre, with cotton.

The poor bark was less fortunate, and when I went alongside in the Custom-House boat on Saturday, she was certainly a sad spectacle. She was the Warren of Thomaston, Capt. Condy, for Philadelphia, with a load of flour and grain, and as we approached her, she seemed like one of Herman Melville's ghostly ships. She lay deep in the water, her bulwarks all splintered and broken, with only the lower mainmast and mizzenmast standing. Two women and a baby were on the quarter deck, and the yellow quarantine flag was already hoisted. Questioning the Captain in behalf of the Custom-House officers, I was answered in a tone of cool, quiet despair that I never shall forget. There was a tinge of sternness about it, too, as if the case were too hard for sympathy, and he would thank us to withhold it. "Cargo safe?" I asked. "Three overboard 200 barrels of flour," was the answer. "Any water in the hold?" "Two feet, and pump choked." "Cargo damaged?" "All of it." "How many in your crew?" "Six—(with a glance around)—three lost in the gale." We left him with pity, and with some indignation against the quarantine laws which kept this forlorn vessel and her crew from all intercourse with the shore, solely because she brought no bill of health from Philadelphia! We have since grown more accustomed to this atrocious inhumanity, but when on Sunday night a new gale came up from the southeast (the only dangerous quarter), we thought anxiously of that poor mother and baby as the wind howled round our windows. During Monday there was scarcely any possible communication with the vessel, but the gale abated, and left them uninjured.

But another demand upon our sympathies was preparing. During the gloom and gale of Monday (Jan. 14) there swept slowly in at the southern entrance, seen dimly through the mist, a great American ship under a reefed mainmast. Bowsprit and top-gallant-mast were lost, and she was evidently, it was thought, without sails also, for the wind was entirely in her favor, and the slightest headwind would have brought her in. She now appeared; she drifted like a log upon the current, which set due north through the channel. Slowly, slowly she passed by, watched by a hundred eyes, and my fancy is still haunted by her weary and helpless look as she disappeared behind the northern headland and drifted out to sea. Mr. Dalney in vain tried to induce an English captain to go out to her with spars and sails. An American captain would have gone under such circumstances. The night closed early around us, thinking of the doomed and wandering ship.

In the night the wind changed, and the first glance from the window in the morning gave us a still sadder view. The noble ship lay among the rocks, her hull plainly visible with a glass on the iron-bound north shore of Pico—a place inaccessible for boats, and far from any village or road. She lay nearly upright, her broad topsail still conspicuously spread, and the waves sometimes breaking over her. Who could tell the terrors of her last night?

Those who know the reputation of the Dalney fam-

ily will not be surprised to hear that, two hours after the vessel became visible, two of the younger members (Mr. Sam W. Dalney of this place and Mr. C. W. Dalney, Jr., of Boston) had set sail for Pico. They went furnished with provisions and clothing for a fortnight—for it is about impossible to purchase anything on that island, and the ocean sometimes intercepts intercourse for weeks together. Their trip did not, however, seem to me absolutely dangerous, though I have since found it to be so considered by better judges, and they have since received a letter of special thanks from the Portuguese officials—a race who are not, however, remarkable for courage. They were obliged to take with them not only trustworthy boatmen, but even a cock; and as it was impossible to approach the vessel by water, they landed at the nearest village, whence it was necessary to walk six miles over the most precipitous paths. The occasion was so exciting that I was disappointed at being unavoidably prevented from joining in the expedition.

But I must hasten more rapidly. While this was going on, a large English ship, the *Gibson Craig*, 105 days from Calcutta, came in, having lost topmasts and bowsprit, and in tow of the English schooner *Scout*, with which she had happily fallen in. Both were out in an indefinite quarantine, because the schooner had no bill of health. To-day the period has terminated, and it appears that during the whole time there has been a man on board suffering severely with a broken leg, the captain's ankle being also severely sprained. Beside these there was an English Army Lieutenant, with his family, on his way to the Crimea, who lost an opportunity of proceeding through this quarantine detention. Of our good friend Capt. Ellis, a sailor of fifteen years' experience, and his peerless and ladylike wife, I will say nothing.

On Tuesday, 15th, in came two barks. One proved to be French, the other American—the latter the *Sunter*, Capt. Humphrey, thirty days from Charleston. S. C., leaking badly, pumps choked and short of sails. It was said